JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

THE JOURNAL Have been conveniently located at the following drug stores in the various sections of ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

5 CENTS FER LINE OF SEVEN WORDS. -STATIONS.-

Alabama and 7th Sts.-S. Muhl. Bellefontaine St., No. 400-Claude Fields. Christian Ave., No. 197-F. F. Dannettelle, Clifford Ave., No. 224-Philip Miller. College Ave, and 7th St.-Geo. C. Fisher. Columbia and Hill Aves. -R. C. Hampton. Delaware and McCarty-H. A. Pfaffin. Dillon and Fletcher Ave.-Hugo H. Lehrritter. East and McCarty Sts.-E. C. Reick. Pt. Wayne Ave., No. 190-Thos. R. Thornburg. Hillside Ave., No. 19-H. W. Carter. Ilinois and 1st Sts .- S. Muhl lineis and 13th Sts.-S. Muhl. lineis and 7th Sts.-J. M. Scott. incis and 22d Sts.-Frank Keegan. linois and North Sts.-R. M. Navin. idiana Ave. and Vermont St.-R. P. Blodau. diana Ave., No. 201-John D. Gauld. Madison Ave., No. 427—Josh D. Gadis.

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FUNERAL DIRECTORS.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

LOST.

LOST-Lady's gold-bowed eyeglasses with gold chain attached. Finder please leave at Journal office and receive reward.

FOR SALE-REAL ESTATE. REAL ESTATE-We will sell at public auction

on premises, Saturday, May 1, at 2 p. m., the andsome two-story residence preperty, 282 North Senate avenue, between Michigan and North streets. The property is in perfect order; the surroundings are desirable. For further information see C. F. SAYLES, 771/2 East Market street. L. N. PERRY, Auctioneer.

FOR RENT.

FOR RENT-Nice eight-room house, 563 East Market street, C. ZIMMERMAN. FOR RENT-Business Properties: 225 West Washington street. 136 South Meridian street, 45x195. 24 West Ohio street, 20x69.

69 East Ohio street, 30x60. C. F. SAYLES, 774 East Murket.

FINANCIAL. LOANS Money on mortgages. C. F. SAYLES, 76 East Market street. LOANS-Mortgage; lowest rates. NEWTON TODD, 6 Ingalis block.

LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market street. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLMAMS & CO., Crawfordsville, Ind. LOANS-Any amount. On furniture, pianos, store fixtures, etc. Reasonable rates. (Confidential.)
E. J. GAUSEPOHL, 21/2 W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest

market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 225-230, third floor Lemcke ing, Indianapolis. WANTED-MALE HELP. simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,600 inventions wanted.

WANTED-MISCELLANEOUS. WANTED-Experienced white girl for general housework; small family; references required. 895 North Delaware street. WANTED Employment-A middle-aged widow of refinement and experience as housekeeper in a widower's home or for an aged couple; willing to take entire charge; lady is pleasant and can make home agreeable; Indianapolis preferred; best of reference furnished, Address MRS.

MULLEN, Muncie, Ind. ANNOUNCEMENTS. A GOOD INVESTMENT-Universal nut lock for fish plates for railroad tracks; patented March

2, 1897. For sale. Call for inspection, or address W. J. BRIDGES, 328 Lincoln avenue. CLAIRVOYANT. CLAIRVOYANT-The true herald of merit is

deeds; do not be deceived, but call on Mrs. T. Griswald. Office and residence 296 East South street. Letters with stamps answered.

STORAGE-Indianapolis Warehouse Co., 255-273 S. Penn. st., Pennsylvania tracks, Phone 1341.

INDIANAPOLIS & VINCENNES RAIL-ROAD COMPANY. Indianapolis, Ind., April 23, 1897. The annual meeting of the stockholders of the Indianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., on Thursday, May 13, 1897, at 2 o'clock p. m. for the election of

seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting. S. B. LIGGETT, Secretary. FORECAST FOR TO-DAY.

Rain in the Morning, Followed by Fair Wenther. Forecast for Indianapolis and vicinity for the twenty-four hours ending 11 p. m. April 30-Rain in the morning, followed by fair

General Conditions Yesterday-The storm area remained nearly stationary east of the Mississippi, covering the country from the lakes to the gulf. The temperature rose slightly west of the Mississippi and near the Atlantic coast; elsewhere east of the Mississippi it fell from 10 to 30 degrees, Rain fell and thunderstorms prevailed in

south to the gulf. Heavy rain, 1.28 inch. fell during a thunderstorm at Montgomery, FORECAST FOR THREE STATES. WASHINGTON, April 29.-For Ohio-Rain in the morning; probably clearing in afternoon; colder; brisk to high north winds. For Indiana and Illinois-Showers in the morning, followed by clearing weather; warmer; northeast to east winds.

many localities from Illinois and Michigan

Local Observations Thursday. Bar. Ther. R.H. Wind. Weather. Pre 7 a. m. 29.78 64 72 N'east, Cloudy, 7 p. m. 29.76 63 87 East, Rain, Muximum temperature, 78; minimum tem-Following is a comparative statement of the temperature and precipitation April 29; Departure from normal.......... *11

Departure since Appril 1.....-32 Departure since Jan. 1........... *10 C. F. R. WAPPENHANS.

Yesterday's Temperatures. Bismarck, N. D. Cairo, Iil. Cheyenne, Wyo 44 Davenport, la..... Des Moines, Ia.....4 Dodge City, Kan..... Jacksonville, Fla..... 68 Kansas City, Mo......46 Little Rock, Ark. Minnedosa, Manitoba.....50 Marquette, Mich..... 32 Vashville, Tenn. New Orleans, La. New York, N. Y. North Platte, Neb Omaha, Neb...... 38 Pittsburg, Pa 58 Qu' Appelle, N. W. T. . . . 36 Rapid City, S. D. Salt Lake City, Utah ..

127 o on thek

RESIGNATION

employed dropped.

Jean, resigned.

tarily.

further curtailment of expenses.

en route to his new headquarters.

examine bridges, shops, stations, etc.

are this week inspecting the property care-

of the Indianapolis & Vincennes at Ro

buildings of the company have caught fire.

morrow and be succeeded by W. G. Flem-

One of the new mogul engines on the

it consisting of fifty loads and fifty-two empty cars. The train was 3,570 feet in

A Cincinnati business man in close touch

with M. E. Ingalis, president of the Big

Four, says Mr. Ingalls would like to se-

The Chicago & Northwestern has in

course of preparation an attractive folder

entitled "Short Jaunts," which will be is-

charming resorts in the lake region of Wis-

consin, and which will be sent free upon

Although the Philadelphia & Reading has

been succeeded by a new corporation the

receivership, it is stated, will not be dis-

solved for some time to come. The Hon.

Edwin S. Paxton, one of the receivers, how-

ever, has decided to retire, and has sent in

For the month of March the net earnings

of the Burlington road were \$463,728, an in-

crease of \$278,462 over the net earnings of

March last year. For the first three

Commencing June 26 the Canadian Pacific

steamship Alberta, running in connection

with C., H. & D. trains, will leave Windsor,

Canada, opposite Detroit, every Saturday

at 3 p. m. for Fort Williams, the farthest

extremity of Lake Superior, and returning

will leave Fort William Tuesday morning

The Joint Traffic Association has issued a ruling that fire crackers, fence building

machinery, wax figures in boxes, cork shav-

ings, curled cork, etc., which were in a spe-cial class and carried at double rates, shall

hereafter be carried as ordinary first-class

After one month's trial of one brakeman

to a freight train between Pittsburg and

Lake Erie the Pittsburg & Lake Erie has

returned to the old practice of having two

brakemen and a conductor to all trains. Freight trains on this road are usually

made up of forty-five loaded cars, drawn

Parties interested in the Cleveland, Can-

ton & Southern are not pleased with the

financiering of the road. For March its gross earnings increased \$4,579 and its ex-

penses were \$5,306 larger than in March, 1896,

increased \$707, while its expenses have in the same time increased \$26,841.

For nine months its gross earning have

The Blue Ridge Dispatch will begin ope-

rations to-morrow between St. Louis and

the East. A few months ago there was a

good deal of alarm among fast freight-line

men over the rumors that the number of

this started three fast freight lines have

been organized, and none has been discon-

The board of arbitration of the Joint

Traffic Association has dismissed the ap-

peal of the Baltimore & Ohio, the Pittsburg & Lake Erie and other roads which virtual-

ly called for authority to apply differentials

to mileage tickets. The question was fully

argued a few days ago before the arbitra-

tors, and their conclusions are against the

The Haskell & Barker car works at

Michigan City have nine hundred men on

their pay roll, have work to keep them

busy until the fall months, and more work

in sight. It is stated that no car works

have run as steadily and given employment

to as many men as these. They did not

reduce the force nor the working hours dur-

A temporary receiver was appointed yes-terday for the Northeastern Railroad of

Georgia, now operated under lease from the

State by F. A. Richards & Co., of New York. Receivership was asked for by T. J.

Ripley, receiver of the State Savings Bank.

of Atlanta, on the ground that Richards borrowed \$5,500 from the bank in January,

and that he is now moving the funds of the

The stockholders of the Indianapolis &

Northeastern, which is still a road on paper,

held their annual meeting yesterday and re-elected the old board of directors. The

time will probably come when this will be

a Brice interest, giving the Lake Erie &

Western a more direct route eastward from

Indianapolis, striking Anderson and several

In the first nine months of the fiscal year

of the Chicago, Milwaukee & St. Paul the

road earned a 4.77 per cent. dividend on its

common stock, against 7.52 per cent, in the

nine months ending March 31, 1896, and against 1.36 in 1895. The operating expenses

of the road during the nine months the

present fiscal year, which ends June 30

were 56.76 per cent. of the gross earnings,

against 59.45 per cent. in 1896, and 54.11 per

It is stated that the Cincinnati, Hamilton

& Dayton has its plans for adopting suburb-

an service, using the noiseless invisible

motors with cars to its city passenger sta-

tion, much further advanced than has been

understood, and that by shifting its cars

hauled by the steam motor to the electric

lines at Cincinnati the cars will run up

Sixth street to Fountain square, and it is

believed that such a line will be in opera-

tion between Cincinnati and Glendale with-

A subcommittee of the executive commit-

tee of the Western Passenger Association

met in Chicago yesterday for the purpose

of considering some of the arrangements

for handling the Christian Endeavor busi-

nes to San Francisco. There are several

lected for selling the tickets. The subcom-

mittee will work on the matters to which

until next Tuesday, when a meeting of the

general association will be held and the en-

tire matter turned over to the meeting and

The Pennsylvania has sent out the fol-

lowing notice: "Until further notice, the

transfer service inaugurated by the Brook-

tion and the Fall River line pier. No. 18, North river, New York, will be daily, leav-

lyn annex boats between Jersey City sta-

ing Jersey City station at 5 p. m., the boats

proceeding with passengers and baggage di-

rect to pier above named, and also leaving

the pier every morning after arrival of the

Fall River line steamers, bringing pas-

City station, there connecting with outgo-

ing trains. No additional forms of tickets

will be required other than those now in

showing their through tickets to purser of

boats will be transferred free of additional

charge in either direction. All baggage

checked by this line in connection with Fall

River line steamers will be held for and

TAGGING EXPORT CATTLE

Government Agent to Be at Stock

Yards Next Week.

The inspection and tagging of cattle for

export will begin at the Indianapolis Union

in charge of an agent of the government.

D. E. Salmon, chief of the Bureau of Ani-

This inspection has been granted by Dr.

transferred on these annex boats,'

use via Fall River line, and passengers

sengers and baggage direct to our Jersey

the chairman of the association will settle

matters finally with the Southern Pacific.

other good towns before making connec-tions with the Lake Erie & Western main

freight, which reduces the rates on such

months of the present year the net earnings of the road have been \$921,715, an in-

his resignation.

crease of \$783,506.

at 10 o'clock.

articles one-half.

by one locomotive.

appealing lines.

ing the depressed period.

road to New York.

in a few months.

sued with special reference to the many

PRESIDENT OF NORTHERN PACIFIC RETIRES FROM OFFICE,

For the Reason that He is Not in Sympathy with the Owners of the Road -Panhandle Improvements.

At a meeting of the directors of the Northern Pacific Railroad Company in New York yesterday A. E. Winter presented his resignation as president. He gave as a reason his knowledge that people other than those who controlled when he was elected last June had secured a large interest in the securities of the road and he did not believe he would be in sympathy with them. Mr. Winter's resignation was not accepted, but was laid on the taole. At the office of J. P. Morgan & Co. the following statement was made: "In an interview this week we assured Mr. Winter that if he remained with the property he should continue to have our entire confidence and fullest support, but for the reasons given by him and for none other he has tendered his resignation. You may state this without reservation whatsoever. The stock of the Northern Pacific Railroad Company is held by five voting trustees, namely, J. P. Morgan, George Siemens, August Belmont, Johnston Livingston and Charles Lanier. Messrs. Morgan and Lanier are now in Europe, and the selection of Mr. Winter's successor will have to be deferred until their views are ascertained or until the trustees shall have an opportunity to con-

front the subject." J. P. Morgan & Co. act as one member of the voting trust of five which was appointed on the occasion of the reorganization of the road last year and holds for five years. This trust is practically in control of the securities. In New York railway circles it was said that attempts were made at yesterday's meeting of the directors to accept President Winter's resignation and elect Colonel Lamont. A promi-nent director in the company said on this point: "There may have been some hope

FOR SALE—Desirable improved 80-acre farm, two and a half miles from Anderson. Inquire of CHARLES EDWARDS. 23 Jenerson street, Anderson, Ind. in the minds of certain persons to elect Mr. with regard to the election of Mr. Winter's successor was arrived at and may not be The meeting was harfor some time. monious throughout.' The interest of the Northern Pacific

shareholders, of whose co-operation President Winter said he was not assured, is the syndicate which bought a large block of the Northern Pacific securities several weeks ago from the syndicate which underwrote the plan of reorganization, and which is understood to be largely made up of Ger-man capital, which aims to secure an administration of the Northern Pacific in harmony with President Hill's administration of the Great Northern.

Fast Run Over the C. & E. I. An official of the Chicago & Eastern Illinois sends an official report of a fast run made on April 28 from Chicago to Nashville, the 444 miles being covered in nine hours. The schedule of the fast limited between those points is twelve hours and thirty minutes. The special train left Chicago at 4 a. m., hauled by engine No. 97, with E. I. Wood engineer and I. Jackson fireman. On account of a city ordinance twenty minutes were consumed to Oakdale, a distance of 10.1 miles. A stop was made at Rossville Junction for water and oiling, arriving at Danville at 6:10, making 123.4 miles in 13 minutes. Terre Haute was reached at 7:02 a. m., making a distance of 177.8 miles in 182 minutes. The actual running time was 177.8 miles in 177 minutes. Slow-up for 177.8 miles in 178 minutes. No curves was made at seven places. doubt the train made sixty-five miles per hour on an average. The train left Terre Haute at 7:04 a. m. and arrived at Nashville at 12:44 p. m. The distance from Chicago to Nashville is 444 miles and the time consumed was 524 minutes. The average speed for the whole distance, including stops, was 50.8. The speed on the E. & T. H. and L. & N. does not compare with that made on the C. & E. I. on account of the recent rains and curves on the L. & N. The engine used on this run was built by the Schenectady locomotive works, has cylinders 18x24 inches and driving wheels five

and a half feet in diameter. Panhandle Improvements. Without making much bluster about it the Panhandle people have been making extensive improvements to their track.

Since about the first of the year several construction trains have been at work distributing gravel for ballast for nearly 150 miles, and on this portion of the system new steel rails have been distributed and a considerable mileage is already in the From Richmond to Knightstown, thirty-five miles, the road has been reballasted, new ties put in and rails weighing eighty-five pounds to the yard laid. From Knightstown to Indianapolis gravel ballast and new ties have been distributed, and rails of the same weight have been distributed between Knightstown and Greenfield. The work will be pushed on to Indianapolis. A similar improvement has been made between Xenia and Columbus, the track having been reballasted, new ties put in and rails weighing eighty-five pounds to the yard laid the entire fifty-five miles. On the Little Miami division a large mileage has been improved in a similar manner. When these improvements are completed the 188 miles from Indianapolis to Columbus will be as good track as any in the country. The company has taken advantage of the low price of rails, and by so doing has now nearing completion over 250 miles of its

been brought up to the highest standard of Advice to Western Roads.

lines west of Pittsburg. The bridges have

Some little trouble has arisen over the actions of the Western roads in going after business in the territory of the lines of the Central Passenger Committee. The particular trouble came up when some of the Western roads sent their men to Ann Arbor, Mich., to induce the students from the university to use their lines in going to their homes for the spring vacations. This business has always been considered as belonging to the Michigan Central, which passes through Ann Arbor, and it has issued an earnest appeal to the Western roads to keep out of its territory. General Pasenger Agent Ruggles, of the Michigan Central, has issued a circular to the Western roads telling them that if they will ailow the Michigan Central to route the business, as it has done in the past, there will be no chance for any demoralization in rates and the Western roads will receive better rates and more satisfaction out of the business than if they provoke a general scramble for the traffic. This going after business into the territory of the Eastern roads has for a long time been a source of dissension between the Eastern and Western roads, and some months since the malority of the latter lines promised they would keep out of the territory of the

Central Passenger Committee. Another New Agreement. Representatives of the railroads that were formerly interested in the Southeastern and Mississippi Valley Freight Rate Committed met at Louisville yesterday and drew up t new agreement to conform with the recent decision of the Supreme Court. rates by joint agreement are eliminated. The headquarters of the new organization will be maintained in Louisville, with Mr.

M. P. Washburn as commissioner. Personal, Local and General Notes. The Erie's new vestibule passenger trains cost, complete, each, \$70,600. Joseph N. Black, for many years chief clerk of Traffic Manager Mitchell, of the Michigan Central, is dead.

The Erie has decided to appoint a press agent, following the example of the Baltimore & Ohio and the Southern Railway, It is stated that the Wabash is about to form some new traffic alliances which it is expected will considerably increase its earn-

C. Dobriner has been appointed auditor of the Kansas Midland, which will open for business next month between Wichita and Thomas Wallace, of Omaha, who has been

appointed the representative in this territory for the Union Pacific, arrived in the city last evening. Albert S. White, who, on May 15, will retire as general manager of the Erie fast freight lines, will receive in his new position \$12,000 per annum.

The round rate from Indianapolis to the Tennessee Centennial and International Exposition at Nashville from May 1 to Oct. 31, will be \$13.50 by all lines. George Hasbery of Toledo, has been appointed general agent of the Nickel-plate fast-freight line on the Pacific coast, with

headquarters at San Francisco.

mal Industry, at the request of President Rauh, of the Beit Railroad and Stock Yards On several divisions the Panhandle Com- D. P. Erwin & Co. paid \$201.80 duty on 64 | pany has been dropping freight crews and 'two cases of linen napkins from Scotland.

in each case the conductor has been set back to brakeman and the brakeman last

Charles Mordaugh, who formerly represented the Chicago, Milwaukee & St. Paul in this territory; is in the city. He is now with the Northern Pacific road. JUDGE M'CRAY'S ACTION DISGUSTS THE PROSECUTING ATTORNEY. Further economies are to be enforced on 7 7 7 A the Chesapeake & Ohio. Division superintendents are studying the problem of the

The Colored Man Had Been Given A. J. Radcliffe, who, on May I, will become general agent of the Union Pacific Five Years for Killing Cal Vorhis at Salt Lake City, was in the city yesterday -A Witness Gone. The higher officials of the Nickel-plate

fully. They travel on a special train and "It is poor encouragement for prosecutors Frank Jamison has been appointed agent or police officials to try to bring criminals mona, vice D. P. Morgan, resigned, and W. to justice under circumstances like these," S. Haxton, agent at Farmers, vice C. W. said Prosecutor Wiltsie in the Criminal Court yesterday afternoon. The state's at-The Lake Shore has a number of its torney was a picture of disgust and indiglarger switching engines equipped with fire nation. Judge McCray had just granted a apparatus, and in a number of cases they have rendered good service when cars or new trial to Harvey Singleton, the alleged slaver of Cal Vorbis. Singleton was found Colonel William Shaw, district passenger guilty of the crime by the jury which tried agent of the Chicago, Burlington - & Quincy lines, was in the city yesterday, the case last March. He was given a prison He says their through business is quite satisfactory, but local traffic is disappointsentence of five years, but has been kept in the county jail pending the court's decision on the motion for a new trial. Judge There is considerable rivalry between the McCray sustained the motion yesterday, White line and the Blue line to secure the stone traffic for Eastern points which is to and Singleton may be tried again. be shipped from the Bedford quarries this

John O. Spahr, the county attorney, deseason, it promising to be an important fended Singleton and argued the motion for A. Fell, general Western freight agent of a new trial on the simple ground that the the Lackawanna at Chicago, will retire toverdict was not sustained by the evidence. The prosecution was evidently much suring. Mr. Fell has been in the freight service thirty-eight years, and retires volun- prised when the court's decision was announced. Mr. Wiltsie said he had felt that A. C. Richards, who for some years has Singleton was guilty, and he had no idea represented the Southern Pacific at Atlanthat the jury's verdict would be set aside. ta, has resigned and accepted a position in Singleton, who is a colored man, was acthe transportation department of the Mex-Ican Natic .al. H. Asbury succeeds him at cused of killing Cal Vorhis, also colored, on Indiana avenue last fall. Singleton had stepped between Vorhis and a man with Pittsburg, Bessemer & Lake Erie road on whom he was quarreling. There was a Tuesday hauled the longest train ever drawn by one locomotive in this country, slight scuffle and Vorhis was shot. Singleton was convicted chiefly on the testimony of Dr. Frank Shreve, who claimed to have seen the fight. Shreve, it is said, has gone West, and the State is doubtful about procuring him again. Prosecutor Wiltsie cure control of the Chicago & Eastern Illinois, and in time undoubtedly will, but was asked when the State would try Singleton again and replied: "I don't know he thinks the opportune time has not been whether we'll try him or not. We may give him a chromo and let him go.'

A GREENWOOD LINE BONUS.

Administrator of A. M. Hannah's Estate Asks Relief. John M. Carey, administrator of the estate of the late Alexander M. Hannah, yesterday began an action in the Marion Circuit Court against the Indianapolis, Greenwood & Franklin Electric Railroad and Grafton Johnson. The suit is to have declared void an agreement entered into between Alexander Hannah and the defendant Johnson. It is claimed the instrument as signed bears no date. The instrument, as set out, shows that Alexander Hannah, believing he would be benefited by the construction of the defendant corporation, and n consideration of the efforts of Grafton Johnson to build the road, promised to pay the latter the sum of \$2,000, one-third when the grade was finished, one-third when the rails were laid, and the remainder on the completion of the road. It is shown that the defendant Johnson resigned as president of the road, but indorsed this instrument over to the company without consideration. Alexander Hannah died April 15. 1895. It is averred that none of the conditions set out in the instrument signed by Mr. Hannah have been performed, although there has been ample time. It is claimed that the estate cannot be settled until this matter has been disposed of, and the attorneys for the plaintiff ask that the instrument be annulled

SUES CONSUMERS' TRUST. One of the Men Thrown in Jail on

"Mixer" Charge. Dudley K. Wilson brought an action for damages in the Superior Court yesterday against the Consumers' Gas Company and Robert H. Lamb and William D. Dougherty. Wilson seeks to recover for alleged criminal prosecution and false imprisonment. He claims he was arrested by the defendants and charged with violation of the rules of the company concerning their "mixers." He was cast into jail and confined for two days and nights. He was afterward brought before a justice of the peace of Warren township and acquitted of the charge. He has been damaged, he thinks, in the sum of \$10,000.

The Shackelford-Roy Case. Evidence was taken yesterday in Shackelford-Roy damage sult, which went to trial in Room 3. Superior Court. Mrs. Snackelford is sging for the alleged alienation of her husband's affections. The case is full of sensational details. Mrs. Roy denies the plaintiff's charges. One witness testified vesterday that while Shackelford was employed on Mrs. Roy's dairy farm, north of the city, he had seen the defendant throw her arms around Shackelford's neck and kiss him. Another witness said he heard Mrs. Roy say that she "ought to have Shackelford, as Mrs. Shackelford was a erazy old fool and didn't need him." Mrs. Roy also declared she wanted Shackelford for her own husband. The case adjourned at noon, but will be resumed this morning.

A Chicken-Stealing Slander Suit. The damage suit of Jerome F. Young against Charles S. Foltz went to trial in the Circuit Court vesterday afternoon. The suit is to recover damages for an alleged slanderous statement uttered by the defendant in November, 1896. A month or two before this date the Foltz family were relieved, they claim, of some choice chickens. Young Foltz, according to the complaint, charged that he had heard a disturbance in the chicken house and saw the "gray pony and long-tailed wagon" of Jerome Young in the immediate neighborhood of the hen roost. He publicly declared, it is alleged, that he "shot at 'Rome and 'Rome shot at him." The parties to the suit re-side southwest of the city. Half the neigh-

Judgment in Favor of the Trustee. The Supreme Court reversed the Hancock Circuit Court in the case of Horace E. Smith, trustee, against the Wells Manufacturing Company, of Greenfield. The question involved was whether Mr. Smith, as trustee for other creditors, or the Findley Window-glass Company should have the balance of \$4.376, the proceeds of a receiver's sale of the effects of the Wells Company. The Findley Company won in the ower court, but the Supreme Court reversed the decision and ordered judgment entered in favor of Smith.

borhood has been summoned as witnesses.

Even Did His Washing. Phoebe Gee, in the Superior Court, brings breach of promise proceedings against damages. The plaintiff and defendant are colored. The plaintiff avers she lavished things in the arangements that do not suit the Southern Pacific, and it objects particularly to the dates which have been segifts on her sweetheart, "did his washing" when he was out of work and has always been ready to become Mrs. Taylor. The plaintiff shows the court that it is too late the Southern Pacific has offered objections now for the defendant to keep his promise to her as he was married to another woman

April 24, 1897. Probate Court Appointments. In the Probate Court yesterday the following appointments were made: Emma J Dearinger, guardian of Elizabeth Dearinger, bond \$250; William H. Tucker, administrator of the estate of Nettie Tucker. bond \$100; George G. Tanner, guardian of Margaret Brooks, bond \$250; William H Tucker, guardian of Willmetta Tucker, bond \$1,200; Warren R. Sloan, guardian of Charles O. Ihndres, bond \$1,400.

Mrs. Peelle Finally Wins. The Supreme Court yesterday declined to grant a rehearing in the case of Margaret Peelle against the New England Mutual Accident Association, Mrs. Peelle sued the company to recover \$5,000 on a policy issued to her husband and was defeated in the lower court. The Supreme Court reversed the decision and gave judgment in her fa-

nitely settles the matter. The Contract Not Good in Law. The Supreme Court yesterday reversed the Marion county Superior Court in the case of Carlos Dickson against H. T. Conde court upon a contract by which Conde, as part of the consideration of the purchase of property, agreed to pay a judgment pending against Dickson. The Supreme Court held that such contract was not good

vor. Its refusal to grant a rehearing defi-

A Loose Plank Costs 8225. Maggie M. McNulty, who sued Grocer Crubbs, of West Indianapolis, for damages

SINGLETON'S NEW TRIAL | \$225. The plaintiff stumbled over a loose plank while passing out of the defendant's NOT OPEN COMPETITION store and was injured.

McCray Releases a Burglar. George Catt, a prisoner at the workhouse, has been released by Judge McCray. Catt was charged with burglary. He is very ill and the court released him on payment of the fine and costs.

THE COURT RECORD. Supreme Court.

WRITTEN CONTRACT-SIGNING-

STATUTE OF FRAUDS. 18082. Marion S. C. Dickson vs. Conde et al. Reversed. Monks, J.-1. A contract by which a purchaser agrees to pay part of the purchase price of property to a creditor of the seller in discharge of a claim heid by such creditor against such seller is not an undertaking to answer for the debt of another within the meaning of the statute of frauds. 2. A writing which states certain terms of a contract, tollowed by the words "this agreement is further continued below" and then by the signatures of the contracting parties, following which are additional terms of the contract with a second testamonium clause of the same date of the first one but without any names following it, is prima facie a single contract and is sufficiently signed. 3. The parties to a written agreement may make a further writing on the same paper or on a different

viding in the part which they sign. INSURANCE-CONDITION SUBSE-QUENT-PRACTICE. 1794. Marion C. C. Peele vs. Provident fund Society et al. Rehearing denied. Howard, J.-1. Conditions in an insurance policy to be observed after the death of the insured receive a different construction from those to be performed before the policy takes effect, and a substantial comphance with such conditions which is as full as is possible under the circumstances will be held sufficient to satisfy the terms of the policy. 2. A mere "suggestion" in the brief of counsel that the record does not present a certain question because it shows certain facts, but without any reference to where in the record these facts are shown or any argument based upon this suggestion or statement of facts, and without any citation of authority amounts to a practical waiver of the point suggested. CORPORATION-RELEASE OF MORT-GAGE-POWER OF PRESIDENT.

17912. Hancock C. C. Smith, Trustee, vs. Wells Manufacturing Company et al. Reversed. Hackney, J.-1. Where the president of a corporation which held a mortgage the validity of which was disputed by other creditors of the mortgageor, who had engaged attorneys to contest it, was in-structed by the directors to do the best he could in the matter, and made a compromise agreement by which he released the mortgage, and the other creditors extended the time for payment of their debts and granted other concessions to the debtor, the release of the mortgage is binding upon the corporation, even though its validity could have been maintained. 2. An instruction by the board of directors to its president or other general agent to do the best he can gives him authority to decide what is best in the matter referred to. 3. Where the primary facts are stated and they reasonably lead to but one conclusion, a statement of the ultimate fact different from this necessary conclusion will be disregarded. 4. The board of directors of a corporation possess no authority to repudiate on behalf of the corporation an act done by the stockholders. 5. A mortgage or other convey-ance made under an agreement of all the creditors of a debtor to extend the time of payment, but without fraudulent intent, is not within the meaning of the statute declaring conveyances made with intent to delay creditors to be void. 6. A mortgage or conveyance by an insolvent debtor is only void when made with fraudulent intent, and then only as to persons sought to be defrauded.

Appellate Court. GUARANTY-SURETYSHIP-NOTICE OF

ACCEPTANCE. 2160. Whitley C. C. Newcomb Bros. etc., Co. vs. Emerson. Reversed. Henley, J.-1. A contract of guaranty is an undertaking that the debtor shall pay; suretyship is an undertaking that the debt shall be paid. 2. Notice of the acceptance of a guaranty is necessary to make it binding, but a surety becomes bound to pay when the person to whom he has given his obligation acts upon it. 3. A contract reading: "E, desires to make purchases from your firm. I will engage to secure sales you make to the above named in the sum of \$300. (Signed) M." is an original undertaking which becomes binding on delivery without notice of its acceptance.

APPEAL-REINSTATEMENT-NO-TICE BY PUBLICATION.

1971. Wabash C. C. Snaffer vs. Nelson Petition to reinstate appeal overruled. Comstock, C. J .- l. Notice of an appeal taken after term can only be given by pubfication where the party notified is a non-resident of the State, and service of the notice cannot be had on his attorney of record. 2. Where no steps are taken to bring an appellee into court for ninety days after the issuance of an ineffectual notice of a vacation appeal and the appellee fails to appear, the appeal must be dismissed under Rule 35 of the Appellate Court. 3. Where appellee's attorneys of record lived in the same town with appellant's atterneys, who knew them, the location of their office and their relation to the case, and yet issued no notice except one by publication, which was not authorized by law, no sufficient reason is shown for reinstating the appeal after its dismissal under Rule 35.

Superior Court. Room 1-John L. McMaster, Judge. McNulta vs. Clark & Grubb; damages. Jury returned verdict for plaintiff against defendant Grubb for \$225, and finds for defendant Clark. . United States Building and Loan Institution vs. Mary B. Williams; claim for \$488.07. Decree of foreclosure and order of sale. The Indiana and Ohio Live Stock Insurance Company vs. John W. Browning; note. Finding and judgment for plaintiff against defendant for \$65 The Summitville Bicycle Company vs. August M. Kuhn; account. Plaintiff dis-

misses and cost paid. Room 3-Vinson Carter, Judge. Circuit Court.

Henry Clay Allen, Judge. Grinstiner Bros. vs. Samuel Ehrisman's Claim allowed by administrator for \$146 and costs against the estate William F. Barnes vs. Henry C. Parker's Estate; claim. Dismissed and costs paid. Walter A. Wood Mowing and Reaping Machine Company vs. Indiana Insurance Company and Vernon Insurance and Trust Company; on policy. Dismissed and costs Jane Moffett vs. Phoenix Insurance Company; on policy. argument heard.

New Suits Filed. Phoebe Gee vs. Charles Taylor: breach promise proceedings. Superior Court, Mary Bronson vs. John J. Carriger et al. suit to foreclose mortgage. Superior Court, Jane Moffett et al. vs. Hannah M. Swain; suit on judgment. Circuit Court. Dudley K. Wilson vs. Consumers' Gas Trust Company et al.; suit for damages. Superior Court, Room 3.

Ada K. Small vs. James S. Small; suit for divorce. Superior Court, Room 1. George J. Schicketanz, administrator, vs. John Kratz; suit on note. Superior Court. William A. Brouse vs. Carrie S. Brouse; suit for divorce. Superior Court, Room 3. Sulzer-Vogt Machine Company vs. Thos. J. Morse et al.; suit on notes. Superior Court, Room 2. John N. Carey, administrator, vs. the In-

dianapolis, Greenwood & Franklin Railroad Company et al.; suit to cancel agreement.

STATE MEDICAL BOARD

Dr. J. C. Webster, of Lafayette, President-Applications for Clerk.

The new State Board of Medical Examin-

ers held its first meeting at the Statehouse vesterday for the purpose of organizing and learning its duties. Dr. J. C. Webster, of Lafayette, was elected president; Dr. W. Curryer, of this city, secretary, and Dr. J. M. Dinnen, of Fort Wayne, treasurer. The board had before it about a bushel of pplications for the position of clerk of the board, the only salaried position in connection with the board, but it did not determine upon who should be selected. Most of the afternoon was spent in going over the law and studying its provisions. A number of applications for license came before the board, but the applicants were informed that no licenses would be issued until the July meeting. It is necessary for the board to provide a lot of blank forms, and one of he members will probably be sent to Springfield or Columbus to get samples of he blanks used in those States. Physicians now in practice can obtain the equired license by making application and presenting their present county license with a fee of \$1. In order to enter practice hereafter the applicant must present his diploma and a fee of \$6. If the board is not satisfied with the diploma it affords the applicant an examination at a cost of \$25.

Spring humors, eruptions, hives, boils, pimples, sores, are perfectly and permanently cured by Hood's Sarsaparilla, the best spring medicine and one, true blood

POLICE STATION ARCHITECTS BE-FORE A COUNCIL COMMITTEE.

The Democrats, However, Will Not Compel Works Board to Again Advertise for Plans.

After a long session, last night, the Coun-

cil finance committee was unable to reach

a conclusion with reference to the new

station house plans, and will have another

meeting Monday. Mr. Cooper moved to re-

fer the ordinance back to the Board of

Public Works with instructions to readver-

tise for plans. All the architects who submitted plans at the time Adolph Scherrer was made supervising architect and his plans were accepted, were before the committee last night. With one exception they explained their plans to the committee. Mr. Hudson, of Hudson & Place, howpaper a part of the agreement by so proever, refused to exhibit their plans unless there should be another open contest. He said that his plans had been rejected once, and without an opportunity to modify them he did not care to go any further) The tenor of his remarks indicated that the architects did not think there had been a fair competition before for one reason. After Mr. Scherrer was awarded the contract he was permitted to modify and rearrange his plans. Mr. Hudson said that was like hiring a man outright to do the work and then directing him to make his ideas conform to those of the board. He also said that he would not care to submit plans unless those already adopted by Mr. Scherrer were rejected entirely. He would not care to compete against plans that had already been adopted. In answer to a question, he said that he would not object to competing with Mr. Scherrer again if the latter were required to submit entirely different plans. He pointed out one or two particulars in which the needs of the board differed from the specifications submitted by the architects. His main objection was to the action of the board in anowing Mr. Scherrer to modify his plans after objections had been made to them. He seemed to think that if plans were to be modified after they were accepted all the other architects ought to have been given an opportunity to modify and explain their plans. Mr. Hudson had no criticisms for Mr. Scherrer. He knew him to be a capable man, and would not care to set himself up against him except in an open contest. Other architects, while expressing regard and confidence in Mr. Scherrer, talked as though they thought the contest had not been as open as it might be. Mr. Gioson intimated that he knew why his plans were not accepted instead of Mr. Scherrer's. Chairman Walcott informed him that Mr. Scherrer's plans were not under discussion. Mr. Gibson therefore did not enlighten the committee as to the reason for favoritism

After hearing all the discussions, Mr. Cooper thought that in all justice the board ought to have another competition, but his motion did not prevail. He remarked afterward that the whole thing was "cut and dried," and that Scherrer's plans would be accepted, although they were objectionable. During the meeting Mr. Allen re-marked that the position of the committee was that the board was under the supervision of the Council, and that it could do nothing unless the money was appropri-

The committee agreed on a report on the brewers' license ordinance. Chairman Walcott said that the purpose of the ordinance was to require bottlers handling outside beer to pay a license fee for each kind of beer they bottle, provided it was not from breweries paying a license to the city. The committee on contracts and franchises reported favorably on the supple-mental contract with the Indianapolis Desiccating Company requiring it to lease un-used portions of Sellers farm at a nominal

SALOON MEN WILL FIGHT

SECRET MEETING TO HEAD OFF THE NORTH-SIDE RESIDENTS.

Eli F. Ritter's Committee to Meet To-Morrow to Draft an Ordinance-Places of Kissel and Tron.

Eli F. Ritter, chairman of the committee appointed at the meeting at Y. M. C. A. Hall Tuesday afternoon to draft an ordinance restricting saloons from the district north of Tenth (old First) street, has arranged for a meeting of the committee tomorrow night. After organizing the committee will proceed with the work of appointing the executive committee, consisting of representatives from the six wards

It was reported yesterday that the saloon men are considerably alarmed at this movement. In North Indianapolis there are a number of roadhouses and other resorts that have been practically free from police interference. These have reaped a rich harvest. There is a saloon on Senate avenue, that of the London Underground Road. It Sarah Shackelford vs. Margaret E. Roy; near old Seventh street, two just above ation of affections. On trial by jury. Fall creek and quite a number further east, as well as the Brightwood suburban sa- Indianapolis lines could probably be dupliloons. It was reported that these saloon men held a secret meeting Wednesday night, at which some inflammatory talk was so enormous that the cost of constructing indulged in against the movement and a the Indianapolis lines would be a mere bagconclusion reached to fight to the end. atelle, and yet the patronage of the Lon-William Tron and Fred Kissel have particular reason to dislike the movement, that on the Indianapolis lines, Recently the former has been spending a good deal of money to fit up a resort on the fect of the Seine by Consul General Morss north side of Fall creek. It is reported that and was given much information by the Crawford Fairbanks, the Terre Haute Paris official. A trip was made through the brewer, is back of this undertaking and will lend his influence to defeat the move- er than six feet in diameter, and some so ment. Men who are interested in the large a regiment of men could be marched scheme of declaring the district referred to through them without discomfort. The as a "residence district" and to restrict | Paris idea is that these sewers may be salpons therefrom say that one reason it utilized some day in case of war or insurwas undertaken was to get rid of the Tron | rection for the quick dispatch of artillery and Kissel resorts and the North Indian- or men. apolis places. Brightwood saloons have generally been pretty well controlled. It is an open secret that these places will be the other for fire and street cleaning. Both run night and day, Sunday as well as any other day, and the intention of the park of the Seine is used for the streets and commissioners to build a boulevard and for fires, while the potable water is brought bicycle path past them would insure them a from a water shed forty miles away. Street regular gold mine. Criticism has been quite | cleaning in Paris is an art as well as a general against the park commissioners for not taking the land occupied by Tron and Kissel. Instead of extending the park ine up to old Eighteenth street it was run south of their buildings, and they are not in any way molested.

> FARES IN PARIS AND LONDON. Some Pertinent Observations Made by Mr. Kenyon.

Clarence A. Kenyon has returned from a trip to London and Paris, where he gave considerable attention to municipal problems and affairs. Mr. Kenyon says all the Americans in Paris are discussing Mr. Gowdy, the new consul general to Paris. and all seem to have taken their cue from the articles published about him in the American newspapers and translated into

the Parisian journals. Some observations by Mr. Kenyon on the municipal transportation problem are of particular interest to Indianapolis at this time. He was much impressed with the cab system in Paris, where there are 14,000 public carriages darting to and fro, to be summoned at the snap of the fingers. An equivalent to 30 cents in American money will take a passenger to any part of Paris while the rate by the hour is 40 cents. On the electric cars the fare is regulated in large part by the distance. For an ordinary distance, equal, say from Washington street to Twentieth street, the fare is 2 cents. Paris, however, prefers to do most of its riding by omnibus, The minimum fare is 2 cents, while 4 cents will carry the passenger as far as the bus goes. This is the rate for riding on top of the bus. while double fare is charged to ride inside. In London the same prices "up and down stairs" on the bus prevail. One penny, or 2 cents in American money, is the minimum fare, for a distance of approximately two miles, with an additional penny as the distance increases. Mr. Kenyon went from Hammersmith bridge to St. Paul's, about on account of personal injuries, yesterday | Hood's pills act easily and promptly on six miles, for 6 cents.

got a verdict in Room I, Superior Court, for the liver and bowels. Cure sick headache. In the London underground railway the

APhysician's Tribute To the Benefits Received From Dr. Miles



EART DISEASE is curable. It is not surprising that all cases are not cured, since no physician has made the heart a special study for a quarter of a century as Dr. Miles has done. The following tribute from a physician will be read with interest. "For six years prior to taking Dr. Miles' New Heart Cure my wife was a terrible sufferer from heart disease. She had a constant fluttering of the heart and

of Dr. Miles' New Heart Cure and was completely restored to health, and has not taken a drop of medicine during the past two years. Under these circumstances I cannot do otherwise than recommend it to others."

leart Cure She took three bottles

severe palpitation and

pain in the left side.

Friendship, N. Y. W. H. Scott, M. D. Dr. Miles' Remedies are sold by all druggists under a positive guarantee, first bottle benefits or money refunded. Book on Heart and Nerves sent free to all applicants. DR. MILES MEDICAL, CO., Elkhart, Ind.

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Through Pullman Service. (Buffet Sleepers and Dining Car.)

Via C. H. & D., B. & O. S. W., and B. & O. Rys. Leave Indianapolis 7.55 a. m. 2.45 p. m. Leave Cincinnati...........12.05 p. m. 6.35 p. m. Arrive Washington 6.47 a. m. 12.20 p. m. Arrive Baltimore....... 7.55 a. m. 1.35 p. m. Arrive Philadelphia,...... 10.40 a. m. 4.05 p. m. Arrive New York 1.20 p. m. Information, Rates, and Sleeping Car Space, West Washington Street, or Union Station.

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DRAUGHT ALE!

You are denying yourself the best beverage ever on tap in Indiana.

You can find it at all first-class sa-

loons in Indianapolis. It's a great "health lift," and just

the thing for this weather.

Made of the best hops and malt.

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Look at the Tag!

Some bakers are making loaves in imitation of our . . . "Domestic" AND

"Bohemian Rye"

And some grocers are selling these imitations. If the loaves do not bear our tag they are bogus.

PARROTT & TAGGART, Bakers.

fare is from 2 cents up. A ride of seven or eight miles may be had for 4 cents. Statistics show that this road carried in one year 14,000,000 passengers. On a basis of \$500 daily receipts the Indianapolis street-car lines would carry over 3,650,000 passengers a year, a patronage of about one-fourth cost \$500,000 a mile to construct some por-tions of the London road, not to mention the costly elevators and exits, while the cated for \$15,000 or \$16,000 a mile. Yet the London system makes a big profit on its low fares, the cost of construction being don system is only four times greater than

Mr. Kenyon was given a letter to the pre-Paris sewers, of which there is none small.

Paris, Mr. Kenyon found, has two water systems, one for domestic purposes and are owned by the municipality. The water science. The sidewalks as well as the roadways are washed every twenty-four hours, and each night Paris takes a bath, Mr. Kenyon says Paris is using block pavements almost exclusively now, having practically excluded asphalt. The prefect told him the blocks used were chiefly of Georgia pine. They are laid close together on a concrete base after having been creosoted. The Parisians laugh at the practice prevailing in some American cities of laying round blocks with broad interstices which are filled up with gravel or pebbles. When air and water is excluded from the pine it is found that the pavement lasts many years. This pine is used on the Champs Elysees and many other important thoroughfares, on some of which it has lasted nine years, with unusual traffic

If you are a poor cook, buy a cook book, follow directions closely, see the result. Failure six in ten times. How long would you keep a cook who failed half the time?

That's just the point. We tell your doctor or your druggist precisely the ingredients of Scott's Emulsion. To make it they follow our formula. But they can't make it; they haven't our precise knack; don't know each step perfectly. When you can get the best, the result of 25 years' experience, why experiment with substitutes?